



Washington State Ferries

SEATTLE FERRY TERMINAL, SEATTLE, WASHINGTON 98104 • MA 4-2700

FOR RELEASE DECEMBER 16, 1967

The M. V. ELWHA, last of four "superferries" being built for the Washington State Ferries, was launched in San Diego this morning. Mrs. Charles G. Prah, wife of the Washington State Highway Director, christened the 382-foot vessel. Mrs. A. F. Eikum, wife of the General Manager of the Washington State Ferries, was matron of honor.

The Elwha had originally been scheduled for launching in August, but a labor dispute at National Steel & Shipbuilding Company, builders of the ELWHA, resulted in the delay.

The ELWHA (an Indian word meaning "Elk") will remain in San Diego while her builders complete the superstructure. The M. V. HYAK, M. V. KALEETAN and M. V. YAKIMA, sister ships to the ELWHA, were launched from the same marine ways last December, March and May, respectively. Delivery of the ELWHA to Puget Sound is scheduled for about late April, 1968.

The superferries are larger and faster than any other ferries now in operation on Puget Sound. As a point of comparison, they are able to carry 160 vehicles as opposed to 100 for the largest vessel now in the fleet; 2,600 passengers as opposed to 1,140; and travel at 20 knots instead of 15, thereby cutting down commuting time and allowing more trips per day, a move which will result in greatly increased efficiency of service for commuter and tourist alike.

Today's launching is part of the largest cross-Sound improvement project ever undertaken by the Washington State Toll Bridge Authority, which operates the state's ferry system. Construction of the four vessels marks the first time Federal funds have been granted to help finance a ferry system improvement project.

Total cost of the construction project is \$24 million.

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NEWS
FROM



Washington State Ferries

SEATTLE FERRY TERMINAL, SEATTLE, WASHINGTON 98104 • MA 4-2700

FOR IMMEDIATE RELEASE

ELWHA LAUNCHING
December 16, 1967

The MV ELWHA, fourth and final vessel in the current \$26-million cross-Sound transportation improvement program, will be launched Saturday December 16 in ceremonies at the San Diego shipyards of National Steel and Shipbuilding Co. The launching of the ELWHA was delayed several weeks by a prolonged strike at the National yard. The KALEETAN, second of the four ferries, is scheduled for delivery on Puget Sound about the time the ELWHA is launched.

The first vessel, the HYAK, arrived in Seattle last July and is assigned to the Seattle-Bremerton route. The KALEETAN will operate on the Seattle-Bainbridge Island route.

Officials of National Steel and Shipbuilding Co. have announced that Mrs. Charles G. Prahl, the wife of Washington's director of highways, will sponsor the ELWHA and perform the traditional christening. Mrs. Arnold F. Eikum, wife of Washington State Ferries' general manager, will serve as matron-of-honor.

Delivery of the ELWHA to Puget Sound is scheduled for early April and the first passengers will board her later that month. The YAKIMA, the third ferry, is scheduled for Puget Sound delivery in February and will operate with the HYAK on the Bremerton route.

Construction of the four superferries marks the greatest cross-Sound transportation improvement in history.

The ELWHA, an Indian word meaning "elk", like her sisterships, was designed by Seattle naval architects, W. C. Nickum & Sons. Each vessel is 382 feet long with a 73-foot beam. Each can carry 160 cars and 2,600 passengers. The vessels have spacious auto decks, large and smartly appointed passenger cabins, spacious dining areas, and promenade decks affording passengers an out-of-doors stroll while the vessel is underway. Large picture-windows on two passenger decks provide full viewing from inside where tasteful colors and comfortable seating provide the most modern of vessel accommodations.

MORE

ELWHA LAUNCHING - Page 2.

The importance of the ferry system to the Puget Sound region is reflected in the fifty-percent financing by the Federal government of the vessel construction program. The financing was made possible by the Urban Mass Transportation Act of 1964, administered by the Department of Housing and Urban Development.

The new ferries, all operating from the busy downtown Seattle Ferry Terminal, provide increased capacity and faster crossing time across Puget Sound in addition to making possible the elimination of costly "extra service" at peak traffic hours when regularly scheduled vessels are unable to meet demands.

Assignment of the first superferry, the MV HYAK, to the Seattle-Bremerton route last July has brought considerably improved service to that route. Older ferries formerly assigned caused frequent delays for patrons since the vessels were in relatively poor mechanical condition. Limited vehicle space on the older ferries required assignment of three vessels during peak traffic periods. All single-ended in design, the older ferries made the trip from Seattle to Bremerton in 1 hour - 5 minutes. The new HYAK makes the trip in 45 minutes. Assignment of the HYAK made possible the sale of the KALAKALA, famous old "streamlined" ferry which dated back to 1935 when Captain Alexander Peabody of the Black Ball Ferry System, built the world-famous "ferry of the future." At present, one of the single-enders, the ENETAI, operates with the HYAK until the YAKIMA arrives from San Diego. With the improved service on the Bremerton route, vehicle traffic has increased ten-percent and passenger traffic eleven-percent.

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DETAILS ON THE FOUR MAIN PROPULSION DIESEL

ENGINES FOR THE MV YAKIMA

GM MODEL 16-567E-5 DIESEL ENGINE

Built By

ELECTRO-MOTIVE DIVISION

General Motors Corp.

LaGrange, Illinois

Type of engine	2 cycle
Approximate weight	36,000 lbs.
Number of cylinders	16
Bore, inches	8.5
Stroke, inches	10.0
Total displacement, cu. in.	9072
Compression ratio	14-1/2:1
Crankshaft main journal diameter	7.5
Crankshaft pin journal diameter	6.5
Number of main bearings	10
Number of exhaust valves per cylinder	4
Type of scavenging	Uniflow
Method of scavenging	Turbo Blower
Type of lubrication	Pressure
Type of injection system	G.M. Unit Injectors

SPECIFIC

800 RPM

Eng. BHP-to Gen. & Gen. Blower; full load continuous	2240
Eng. BHP-at Overload Rating, 2 hrs. in any 24 hr. period	2440
Operating Speed Range	400-800
Piston Speed, ft/min	1333
BMEP, lbs. sq. in.	122
* Air Intake Volume, CFM based on 90°F; 29.5" Hg atmos. press.	6600
* Exhaust Gas Volume, CFM based on 90°F intake	14450
Exhaust Back Pressure-Muffler & Piping total, H ₂ O	5
Exhaust Temperature, based on 90°F, + 25 or - 25	735
Air Intake Pressure Loss (intake filter & piping) H ₂ O	6
Lube Oil Pump Capacity, GPM	164
Piston Cooling Oil Pump, GPM	82
Fuel Oil Pump Capacity, GPM	4
Fuel Oil Pump Suction Lift, ft.	12
Fresh Water Pump Capacity, GPM @ 35 psi (2 pumps)	660
Fresh Water contained in engine, gal.	125
Raw Water Pump, capacity, GPM @ 39 psi	500
Raw Water Maximum Temperature	85
Starting Motor Air Working Pressure, psi	150
Starting Air Capacity, cu.ft. rec'd. - (6 starts per eng.) free air	165
Heat Rejection to Engine Room Spaces, Engine & Accessories, BTU/min/hr.	10
Fuel consumption, #BHP/hr., 4/4 load (typical)	.372

* Flow data to be corrected for temperature, differing from 90°F.



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Ringed by mountain chains east and west, hemmed in by the sea and laced with waterways, the residents of Puget Sound face unique problems in transportation. Water transportation has always been vital to the people, economy and growth of the Puget Sound Area. Over the years, the requirements for cross-Sound transportation (and the method of meeting these requirements) have changed.

The "mosquito fleet" of the Puget Sound Navigation Company and other firms was first, prior to the automobile. These small freight and passenger steamers served the people of the area but were not designed for automobiles. The auto and the growth of the Puget Sound Naval Shipyard at Bremerton made the "mosquito fleet" obsolete. As the auto became more popular, more and larger vessels were needed to accommodate them.

The ferries of San Francisco Bay, idled by the completion of the Golden Gate and other bridges, were brought to Puget Sound to serve this need.

In 1951 the Puget Sound ferry system was purchased by the

Washington State Toll Bridge Authority. The Toll Bridge Authority today operates the system, largest in the world, under the direction of the Washington State Highway Commission.

Increasing tourism throughout the Pacific Northwest places additional demands on the ferries. The interesting marine routes and scenic recreational areas served by Washington's ferries and the colorful vessels themselves are bringing tourists in growing numbers. In 1962, for example, the ferries carried nearly 1.5 million World's Fair visitors.

There are currently 20 ferries serving seven routes and 18 terminals. The ferries travel approximately 750,000 miles and make about 180,000 landings a year. Ferry system movement of raw materials and consumer goods adds up to 1-1/2 million tons of cargo per year.

Construction is presently underway on four 160-car "superferries." Each will carry substantially more cars and at greater speed than the largest, fastest ferry now in operation in the system. A smaller ferry is being built in Portland to up-date service in the lower Puget Sound region.

Construction of the ferries will effect welcome dollar economies for the system. Some of the older, slower ferries presently used have high maintenance costs but carry only a few vehicles. Such ferries have been relegated to the role of "extra-ferry" to assist the larger, regular vessels during the peak traffic periods. The new superferries will make it possible to dispense with this costly extra-ferry operation.

As the Puget Sound areas continue to grow, The Washington State Ferries, an important link in Washington's transportation chain, continues to keep pace.



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MEANINGS OF FERRY NAMES

1. MV CROSLINE Named for vessel's builder, Capt. Crosby
2. MV CHETZEMOKA Clallam Chieftan
3. MV ELWHA "Elk"
4. MV ENETAI "Across or on other side"
5. MV EVERGREEN STATE State nickname
6. MV HIYU "Plenty"
7. MV HYAK "Fast or speedy"
8. MV ILLAHEE "Land, place or location"
9. MV KALAKALA "Flying bird"
10. MV KALEETAN "Arrow"
11. MV KEHLOKEN "Swan or other aquatic bird"
12. MV KLAHANIE "Outside or great-out-of-doors"
13. MV KLAHOWYA "Greetings"
14. MV KCLICKITAT South Central Washington Indian tribe
15. MV LESCHI Nisqually Indian chief
16. MV NISQUALLY Indian tribe at mouth of Nisqually river
17. MV OLYMPIC Washington's great Western Peninsula
18. MV QUINAULT "River with a lake in the middle"
19. MV RHODODENDRON State flower
20. SS SAN MATEO Saint Matthew; also California city
21. MV SKANSONIA Named for vessel's builder, Capt. Skansy
22. MV TILLIKUM "Friend"
23. MV VASHON A British admiral
24. MV WILLAPA Willapa Harbor Indian tribe
25. MV YAKIMA "To become peopled"



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It's not only hydroplanes that change their names. Other boats do, too, including several of the vessels now found in the Washington State Ferry fleet. Eleven of the twenty vessels in the ferry system came from San Francisco in the 1930's when the bay area bridges were constructed.

The M.V. KEHLOKEN, for example, familiar to most Puget Sound residents, once traveled San Francisco waters as the GOLDEN STATE. The streamlined KALAKALA which runs during the summer time from Seattle to Bremerton was built on the hull of the old "jinx ferry", PERALTA. The WILLAPA once was called the FRESNO, and the ENETAI sailed the bay area as the SANTA ROSA.

The ILLAHEE, another of the fleet from San Francisco, was originally called the LAKE TAHOE; and the KILICKITAT, which runs through the San Juan Islands, was christened the STOCKTON. Weekend passengers traveling between Edmonds and Kingston often ride the KLAHANIE, but if they look close, they'll see the name GOLDEN AGE on the other side.

The QUINAULT formerly was called the REDWOOD EMPIRE, the CHETZEMOKA is the ex-GOLDEN POPPY, and the old MENDOCINO

is now known to Puget Sounders as the NISQUALLY, a regular ferry on the Kingston shuttle.

The only ferry whose name wasn't changed when it was transferred from San Francisco to Seattle in the 1930's is the last of the old steam-powered vessels, the SAN MATEO, which now runs only during the summer season. It is, however, probably the most popular ex-San Francisco boat in the Washington State Ferry fleet and Puget Sound residents have developed the same type of feeling about it as San Francisco has about its cable cars.

NEWS from

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR



YAKIMA

WASHINGTON STATE FERRIES

OPERATED BY WASHINGTON STATE HIGHWAY COMMISSION
DIVISION OF TOLL FACILITIES
SEATTLE FERRY TERMINAL, SEATTLE, WASHINGTON 98104
MAIN 4-4755

May 10, 1967

STATE HIGHWAY DIRECTOR SPEAKER AT FERRY LAUNCHING

The State Highway Department today announced that Charles G. Prah1, Director of Highways, will be the main speaker at launching ceremonies in San Diego for the super-ferry MV YAKIMA, the third of four ferries being built for Puget Sound service by National Steel & Shipbuilding Co. Launching is set for 10:30 am on Saturday, May 20 at the National yards.

Ceremonies will include participation by Princess Vivian Saluskin and her grandparents, members of the Yakima Valley Indian tribe. Vivian, 18, will christen the 382-foot ferry, named for the famous tribe and Washington's fifth largest city. Mrs. Ellen Saluskin, the sponsor's grandmother, will be matron-of-honor. Also participating will be Alexander Saluskin, former member of the Yakima tribal council. The Saluskins are descendants of Chief Noah Jim Saluskin, last chief of the Yakima tribe. Participation by the Saluskins is being arranged by the Yakima Chamber of Commerce.

The YAKIMA, like her sister-ships, the HYAK, KALEETAN, and ELWHA, was designed by W. C. Nickum & Sons, Seattle naval architects. The vessel construction program is the largest cross-Sound transportation improvement project ever undertaken by the State of Washington. The \$24-million project is being financed by a grant from the Federal Housing & Urban Development Agency under the provisions of the Urban Mass Transportation Act of 1964 and state bond resolution authorized by the Washington legislature.

(more)

WASHINGTON STATE FERRIES - May 10, 1967

Add One

The HYAK and KALEETAN were launched last December and March, respectively. Both vessels are being readied for sea-trials in San Diego Bay preparatory to their 1200 mile trips up the Pacific Coast to Puget Sound. According to officials of National Steel, the HYAK will leave San Diego on June 20. About one week for Puget Sound sea-trials, training, and cruises is planned before the HYAK is officially delivered to the State Ferry System. Present plans call for assignment of the vessel to the Seattle-Bremerton route on Saturday, July 1.

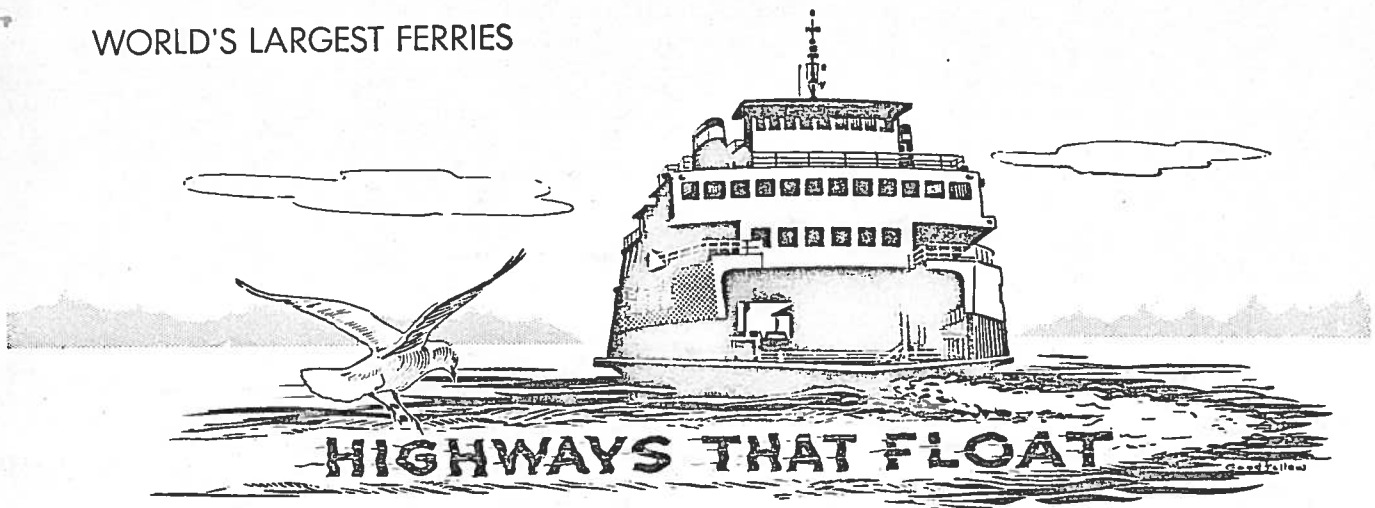
Each ferry will carry 160 cars and 2,067 passengers. The ferries will be powered by 8,000 horsepower permitting cruising speeds of 20 knots. Increased speed, greater vehicle and passenger capacity, and the most modern navigational equipment are among the important features of the large, new, double-ended auto ferries. Assignment of the ferries to the Bremerton and Winslow routes will eventually make possible the disposal of several old, wooden, vessels which have been in the fleet for as much as thirty years.

A small 40-car ferry, the MV HIYU, is being built for the South Vashon Island - Tacoma route by Gunderson Brothers Engineering Corporation in Portland. Delivery is expected about mid-June. The new HIYU will replace the old SKANSONIA on the short Southern Puget Sound crossing.

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FOR INFORMATION CALL: Ralph E. White - MAin 4-2700 - Ext. 257

WORLD'S LARGEST FERRIES



Most of the 7,000 miles that make up our state highway system have been built to stay put. But here is a vital segment of highway designed to move and move fast.

The *MV Hyak* is scheduled to begin operation on Puget Sound in July—superior in every way to any previous ferry service. Three more identical vessels are in various stages of completion.

Cost of construction will total nearly \$24 million, 50 percent of which is provided by federal grant. This is the first time federal funds have ever been granted for a ferry system improvement—an indication of the ferries' importance to Washington's highway system. The State of Washington has the largest ferry system in the world.

On an average weekday, several thousand men and women now commute by ferry from Bremerton and Winslow to downtown Seattle. The four new "superferries" will be assigned to these two major routes to provide far more efficient mass transit service than has been possible with older vessels.

Moreover, this will be a rapid transit as well as a mass transit facility. The new ferries are rated at 20 knots, equivalent to 23 miles per hour, about the speed of most rail rapid transit systems in metropolitan areas throughout the United States and Canada.

The *Hyak* was christened by Washington's first lady, Mrs. Dan Evans, when the hull was launched last December. The *MV Kaleetan*,

scheduled for delivery in August, was christened in March by Mrs. Warren Magnuson.

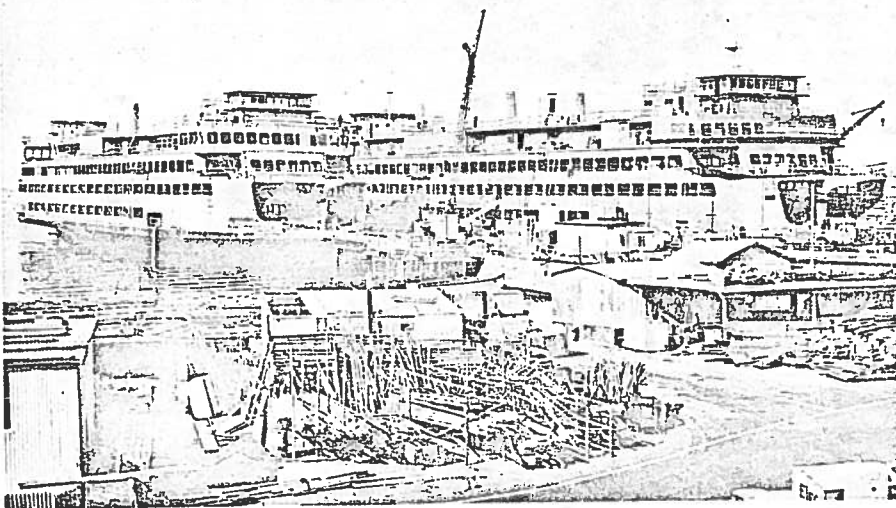
Senator Warren Magnuson was a leader in seeing that the provisions of the Mass Transit Act of 1964 would apply to special situations such as those on Puget Sound where ferries are an essential link in the urban transportation system.

The state of Washington was one of the first recipients of a federal grant under these provisions. Without this assistance, the state would have found it extremely difficult to embark upon its extensive modernization of the ferry system.

The hull of the *Yakima* was launched in May, with Miss Vivian Saluskin of the Yakima Nation as sponsor. Construction on the *Yakima's* superstructure, and on the hull of the *Elwha*, continues at National Steel and Shipbuilding Company, San Diego. The *Elwha* will be launched in August, with Director of Highways Charles G. Pahl as speaker for the ceremonies and Mrs. Pahl christening the vessel.

Each of the four vessels will accommodate ^{2,067}~~2,000~~ passengers and 160 vehicles on two decks—as compared to 1140 passengers and 100 vehicles on the newest ferry previously in service on the Sound, the *MV Tillikum*. On the same basis of comparison, the new ferries will have over three times as much power and will travel 5 knots per hour faster.

With empty portholes that seem to stare, the superstructures of the giant new ferries are taking final shape. On the right, the M. V. HYAK is nearest completion. Next in line stands the M. V. KALEETAN, scheduled for arrival in Seattle in August. Photo courtesy National Steel and Shipbuilding Company, San Diego.





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FOR RELEASE MAY 20, 1967

The third of four "superferries" being built for the Washington State Ferry System was launched in San Diego this morning. Princess Vivian Saluskin, a descendant of Chief Noah Jim Saluskin, last chief of the Yakima Indians, christened the 382-foot vessel, the M.V. YAKIMA.

The YAKIMA (an Indian word meaning "to become peopled") will remain in San Diego while her builders, National Steel & Shipbuilding Company, complete the superstructure. The M.V. HYAK and M.V. KALEETAN, sister ships to the YAKIMA, have already been launched from the same ways, last December and March, respectively. Delivery of the YAKIMA to Puget Sound is scheduled for about mid-December.

The YAKIMA and her sister ships are larger and faster than any ferries now in operation on Puget Sound. As a point of comparison, they will be able to carry 160 vehicles as opposed to 100 for the largest vessel now in the fleet; 2,067 passengers as opposed to 1,140; and travel at 20 knots per hour instead of 15, thereby cutting down commuting time and allowing more trips per day, a move which will result in greatly increased efficiency of service for commuter and tourist alike.

Today's launching is part of the largest improvement project ever

undertaken by the Washington State Toll Bridge Authority, which operates the state's ferry system. Construction of the four vessels marks the first time Federal funds have been granted to help finance a ferry system improvement project. Federal assistance reflects the ferry system's role as part of Washington State's highway and bridge system.

Total cost of the construction project is \$24 million.



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SHORT SUBJECTS

By many criteria, the Washington State Ferry System fleet is the largest in the world. Two of these categories are total vehicles and total passengers carried in any one year.

In 1965, a total of 5, 143, 006 passengers boarded the Washington State Ferries, and another 809, 355 crossed the Hood Canal Toll Bridge, which replaced the Lofall-South Point route in August of 1961. The total number of vehicles using the ferry service in 1965 numbered 2, 843, 402 with an additional 706, 510 crossing the Hood Canal Toll Bridge.

However, 1962 was the best year for numbers of passengers, due to Century 21, Seattle's World Fair. During that year, a grand total of 6, 737, 426 passengers used the Washington State Ferries and Toll Bridge.

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The Washington State Ferry System's fleet now totals 20 vessels, making it the largest fleet of ferries in the United States. The oldest of these, and one of the smallest, is the M.V. LESCHI, built in 1913. It is 169'11" long and carries only 40 cars and 453 passengers. Up to the present time, the largest and the newest ferry has been the M.V. TILLIKUM, built in 1959, with a length of 310'2" and a capacity for 100 cars and 1, 140 passengers.

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The weekend record for number of vehicles carried by the Washington State Ferries was set on the weekend of Friday, April 21, 1966, when a total of 60,927 cars used the State Ferry System.

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I T I N E R A R Y

M. V. YAKIMA CEREMONIES

Friday	-	May 19, 1967	
		6:30 P.M.	Dinner - San Diego Yacht Club
Saturday	-	May 20, 1967	
		10:00 A.M.	Arrive Shipyard
		10:00 A.M.	Band Concert
		10:50 A.M.	Christening of M. V. YAKIMA
		11:15 A.M.	Sponsor's Reception Aboard M.V. HYAK NASSCO Yard, Pier 9

PROGRAM

10:00 A.M.	Band Concert
10:30 A.M.	Advance Colors - USMCRD Color Guard
10:32 A.M.	National Anthem
10:33 A.M.	Invocation
10:35 A.M.1	Introductory Remarks
10:37 A.M.	Mr. John V. Banks
10:40 A.M.	Mr. Alex Saluskin
10:42 A.M.	Mr. Charles Prah1
10:47 A.M.	Introduce Guests
10:48 A.M.	Proceed to Christening Platform



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For the first time in history an Indian princess will be sponsor of the launching of a Washington State Ferry named after her Indian tribe.

She is princess Vivian Saluskin, 18, a descendant of Chief Noah Jim Saluskin, last Chief of the Yakima Valley Indian tribe. Princess Vivian will christen the 382-foot M.V. YAKIMA in ceremonies on May 20 at the National Steel & Shipbuilding Company yards in San Diego.

Also appearing in full, colorful tribal regalia will be Mrs. Ellen Saluskin, grandmother of the Yakima princess, who will serve as matron-of-honor, and former Yakima tribal councilman Alex Saluskin, grandfather of Princess Vivian. Participation by the Saluskin family has been arranged by the Yakima Chamber of Commerce.

After launching, the YAKIMA will be moored at the National docks while her builders complete superstructure construction. The M.V. HYAK and M.V. KALEETAN, sisterships of the YAKIMA, were launched from the same marine ways earlier this year and are currently receiving final touches preparatory to sea trials to be conducted in San Diego Bay. The fourth vessel, the M.V. ELWHA, will be launched in August.

The first superferry, the HYAK, is scheduled to leave San Diego on June 20 for the 1,200 mile trip up the Pacific Coast to Puget Sound. Once in Seattle, the HYAK will be assigned to the Seattle-Bremerton route commencing Saturday, July 1.

The YAKIMA will also be assigned to the Seattle-Bremerton run, making it possible to phase out several older ferries which have outlived their usefulness as traffic requirements have increased.

The YAKIMA is scheduled to arrive in Seattle in mid-October.